

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 07/29/2004**

NYC03LA107 File No. 15950	05/15/2003	New Russia, OH	Aircraft Reg No. N208AD	Time (Local): 17:10 EDT		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PT6A-114A		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Lorain, OH				Condition of Light: Day		
Destination: Anderson, IN				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 10.00 SM		
				Wind Dir/Speed: 360 / 009 Kts		
				Temperature (°C): 18		
				Obstr to Vision: None		
				Precipitation: None		
Pilot-in-Command	Age: 32	Flight Time (Hours)				
Certificate(s)/Rating(s)				Total All Aircraft: 3500		
Airline Transport; Commercial; Private; Multi-engine Land; Single-engine Land; Single-engine Sea				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: 1500		
Airplane				Total Instrument Time: UnK/Nr		

The pilot departed in a Cessna 208B, and shortly after takeoff, he experienced a power loss. He set up for a forced landing and during the ground roll, the nose wheel sunk into the soft terrain and the airplane nosed over. Fuel was found in both wings; however, the fuel line between the fuel selector and the engine contained only trace amounts of fuel. One fuel selector was found in the OFF position, and the other fuel selector was mid-range between the OFF and ON positions. The airplane was equipped with an annunciator warning light and horn to warn if either fuel selector was turned off. The annunciator was popped out and did not make contact with the annunciator panel.

The warning horn was checked and found to be inoperative, and the electrical circuitry leading to the horn was checked and found to be operative. The engine was test run with no problems noted. According to the Pilot's Operating Handbook, the position of the fuel selectors are to be checked three times before takeoff: including cabin preflight, before engine start, and before takeoff. The pilot reported that he departed with both fuel selectors on and had not touched them when the power loss occurred. A representative of Cessna Aircraft Company reported that there was sufficient fuel forward of the fuel selector valves to takeoff and fly for a few miles prior to experiencing fuel exhaustion.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WARNING SYSTEM(OTHER) - INOPERATIVE
2. (C) FUEL TANK SELECTOR POSITION - NOT VERIFIED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

Findings

4. TERRAIN CONDITION - SOFT

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Occurrence #4: NOSE OVER  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The pilot's failure to verify the position of the fuel selectors prior to takeoff, which resulted in a power loss due to fuel starvation.  
A factor was the failure of the fuel selector warning horn.